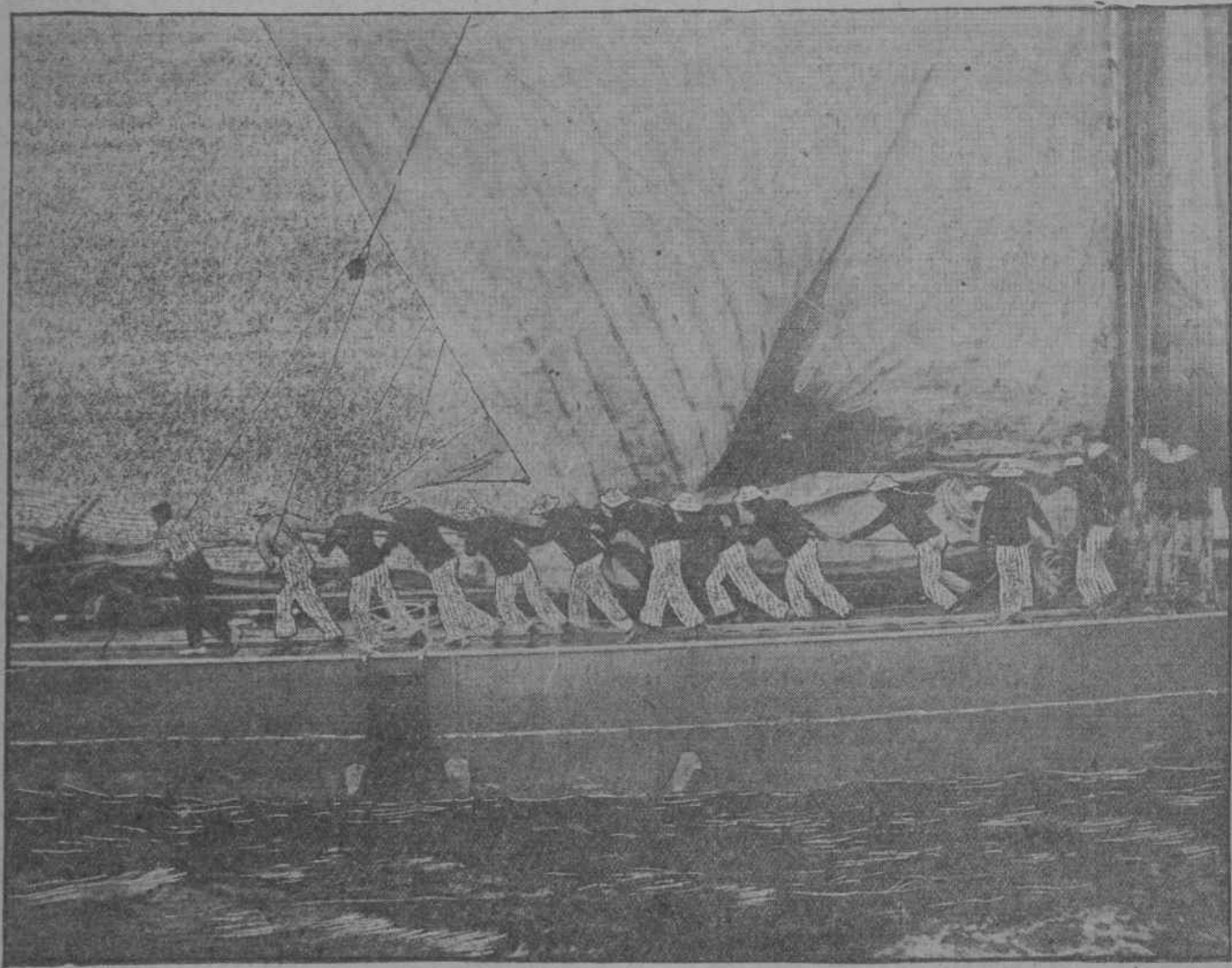
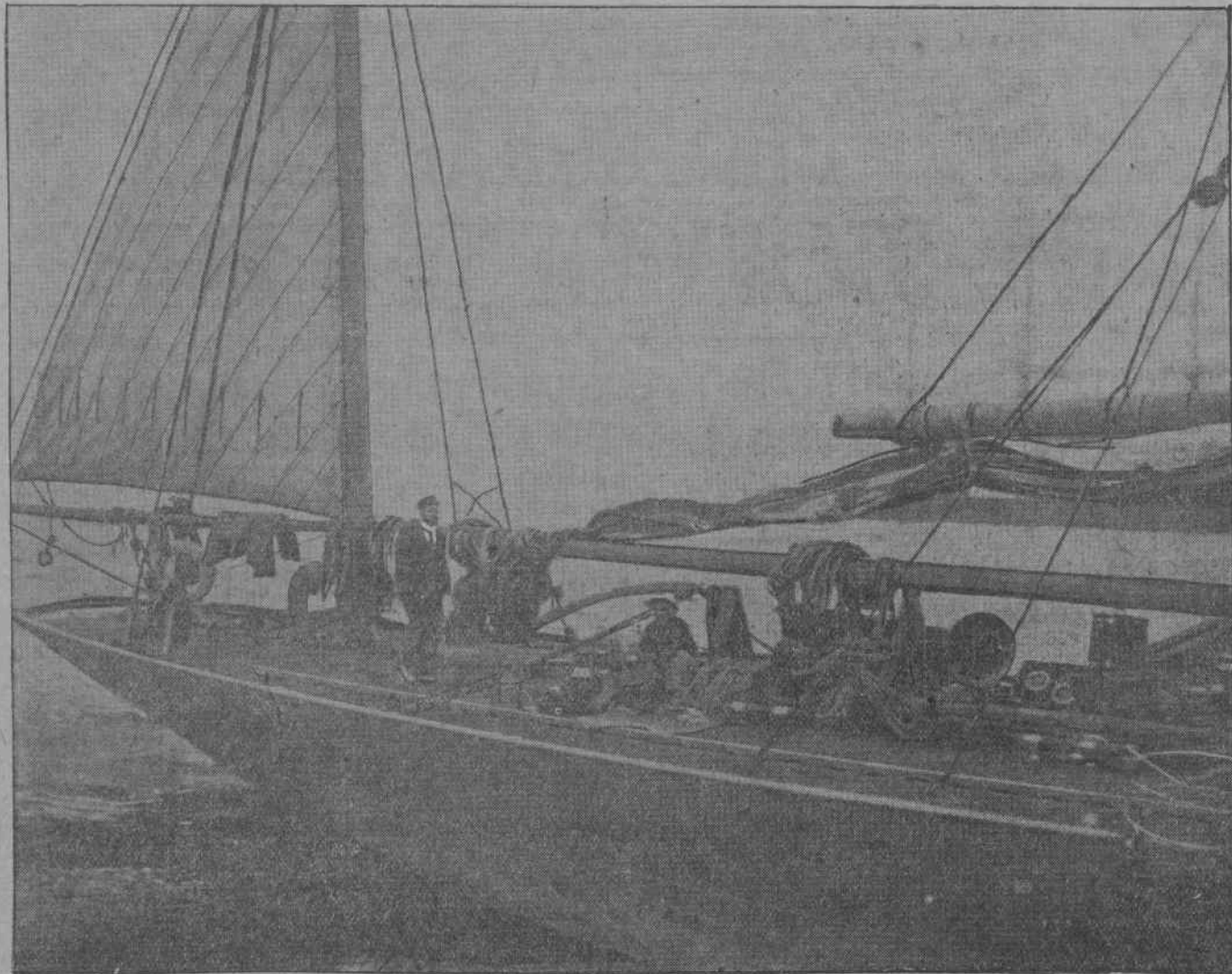


BRITISH CUP YACHT COMES HERE IN FAST TIME.



Hoisting Sail on Shamrock.

(TAKEN FOR THE JOURNAL BY ONE OF ITS SPECIAL PHOTOGRAPHIC STAFF.)



The Shamrock's Shapely Stern, with Captain Hogarth on Deck.

(TAKEN FOR THE JOURNAL BY ONE OF ITS SPECIAL PHOTOGRAPHIC STAFF.)

2,300 miles under her own canvas, being towed by the Erin the remaining 1,300 miles.

No Fault to Be Found.

While exception has been taken in some quarters to her being towed to such an extent there is really no ground for fault-finding, as Sir Thomas Lipton had permission from the New York Yacht Club to tow the Shamrock in calm or head winds, and her skipper only took advantage of the Erin under these conditions.

Captain Matthews, of the Erin, in speaking of this towing question, said: "I was instructed by Sir Thomas Lipton before I left the other side to tow the Shamrock whenever there was a calm or light head wind, and as these conditions prevailed during the greater part of the voyage, we did a good deal of towing, and, in fact, towed her whenever possible."

"You see," he continued, "when there was no wind, and a heavy swell on, the Shamrock's sail would thrash from side to side, and would have raked the boat to an unnecessary extent to have let her lie there, so we passed over a tow line whenever possible and towed her, as we have a perfect right to, whenever those conditions prevailed."

One Tack all the Way.

"A remarkable feature of the trip," he added, "was that the Shamrock held one tack all the way over—that is, from the time she left Fairlie, Scotland, she was on the port tack until she was picked up by the tug Robert Hadden off Sandy Hook at daylight this morning."

Captain Matthews said he considered the Shamrock the finest sea boat he had ever seen, and said she made far better weather of it than the Erin.

Captain Archie Hogarth, the Shamrock's chief skipper, who was assisted by Captain Wringe and Navigator Hamilton, was rather opposed to talking about the Shamrock's trip, but finally said:

"We came by the southerly passage and had light to strong northwest and northerly winds, with frequent thunder squalls, to the Azores, which we reached on August 10. From there we had light, calm or moderate weather. So light, in fact, were the winds that we were obliged to take a tow from the Erin."

"We towed for something like 1,300 miles, and the best day's run under canvas was 263 miles. The worst blows we encountered were only small squalls, and the Shamrock came through in what might be called good condition."

Log of the Trip.

Captain Hogarth would not allow any one to inspect the Shamrock's log, but the log of the Erin, which is appended, practically tells the story of the cup challenger's voyage:

Left Fairlie, Scotland, 5:47 August 3; passed out the Bonhead Light, which was the last British land seen.

Sunday, August 5—Unsettled weather in the morning; light winds up to 11. Then heavy weather, with a severe thunder storm, accompanied by blinding flashes of lightning.

August 6—Heavy weather continued. Last sight of the Shamrock for an hour; very heavy wind; last seen of Shamrock she was standing well ahead of us; after a circuitous route picked up the Shamrock across our bows.

August 9—2:45 miles from Cape Azores; at 4 p. m. overhauled the Shamrock; she had been sailing with her main and foremast signals to us: "Will you call Fayal?" Answered, "No." 5 p. m. Shamrock has all sails set; 9 p. m. weather is very pleasant; sea is smooth; Shamrock sailing well.

August 10, 9 a. m.—Sighted Cape; we then had some 1,550 miles; we exchanged no signals with land; passed about seven miles out. Shamrock signalled: "Will you come aboard and dine?" We declined the invitation; Erin had her sails set and was making 11½ knots.

August 11 and 12—Weather very calm; towed the Shamrock.

Sails in Calm Weather.

August 13 and 14—Calm weather continued, but Shamrock made her own sail.

August 15—Shamrock forged ahead of us; 691 miles from the Hook Shamrock is going with all sails set, making about ten knots an hour, and about ten miles ahead of Erin on starboard bow.

August 16—Clear weather, with a long, heavy swell.

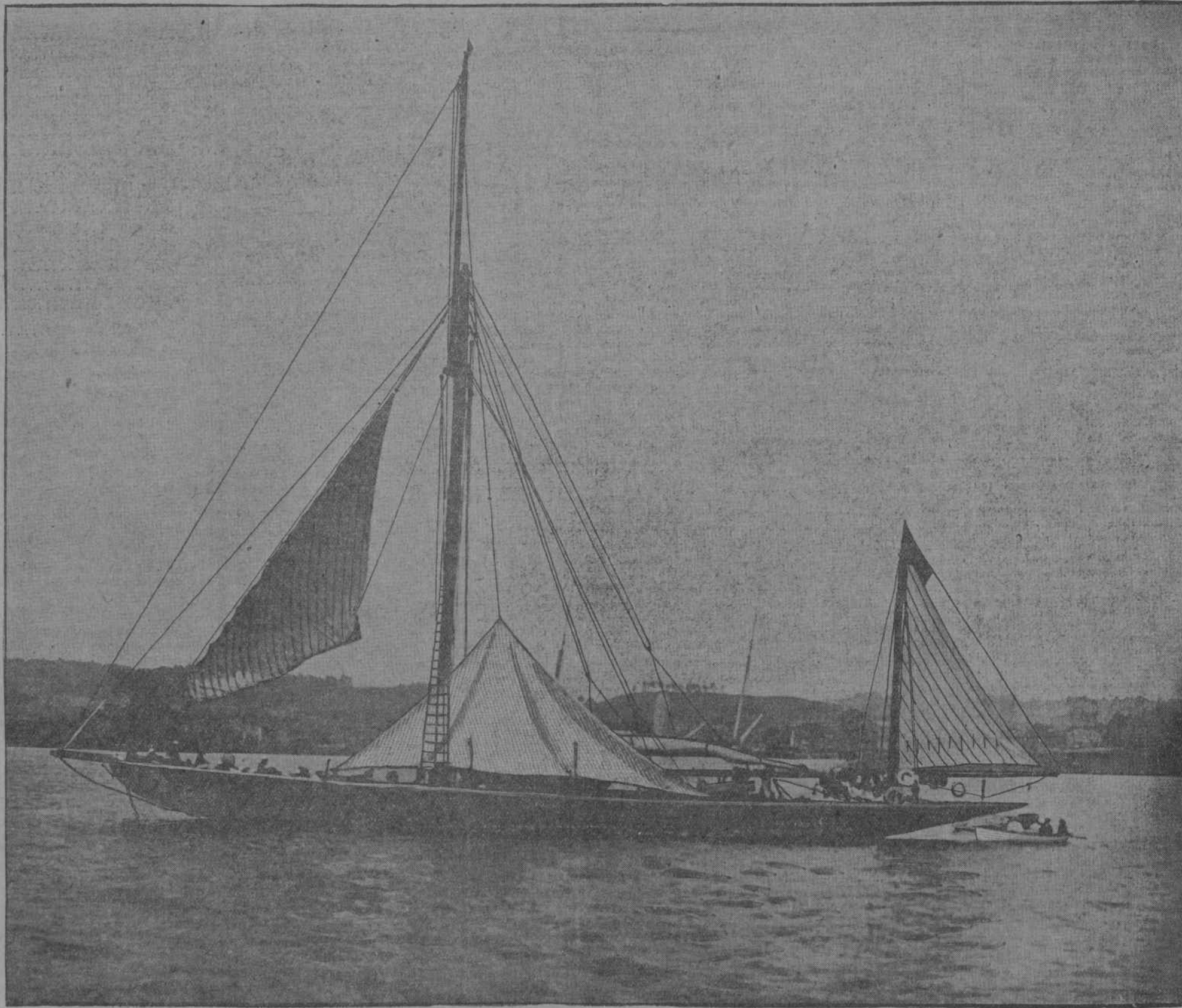
August 17—Met several steamers and exchanged signals; a considerable distance and signalled: "We hope you will succeed." Erin answered back, "Thanks." Shamrock overhauled Erin about 9 o'clock; passed Puert. Humack 5:45 p. m.; Erin hoisted her stern; the Shamrock did not understand the new signal; both yachts under sail.

August 18, 3:30 a. m.—Thick fog; pilot picked up at 7 o'clock; reached Sandy Hook 8:23 a. m.

Two Thunder Squalls.

The Shamrock's voyage, outside of a terrible swell encountered during the last two days of her trip, was uneventful, with the possible exception of two thunder squalls encountered while west of the Azores, which the Erin's crew said were the most terrific they had ever seen.

Outside of the sighting of the Shamrock off Tuskar, on August 6, she was not spoken again until she was signalled off Sandy Hook yesterday morning, when she took on a pilot.



Broadside View of the Cup Challenger as She Lay at Anchor off Tompkinsville Yesterday Afternoon.

(TAKEN FOR THE JOURNAL BY ONE OF ITS SPECIAL PHOTOGRAPHIC STAFF.)

While waiting for orders Captain Hogarth had a temporary awning made from the sail cover of the Shamrock's trysail, which was hoisted tent fashion about amidships on her deck.

Anchored Off Tompkinsville.

After the examination was over the Shamrock, with her consort Erin, anchored at the New York Yacht Club station off Tompkinsville, S. I.

Shortly after the Shamrock dropped anchor David Barrie, Sir Thomas Lipton's New York representative, came down the bay on the tug Lawrence. He was greatly surprised at the Shamrock's early arrival, but said that he had made arrangements with the Erie Basin people for their reception.

More Speed Than Beauty.

An expert who saw the Shamrock at Tompkinsville in speaking of her said:

"Fife has the reputation of designing the most beautiful hulls of any Scotch naval architect. In the Shamrock he has apparently sacrificed beauty to speed, for she is without a doubt the homeliest cup challenger ever seen in American waters."

"Above her water line, for, of course, this was all that could be seen yesterday, she looks high-sided, big and clumsy, while her great beam, nearly twenty-six feet, certainly does not add to her attractiveness."

With her racing spars and canvas on the Shamrock is a powerful, heavy, but slow-looking yacht, with none of the Columbia's graceful lines. The general effect of the Shamrock is that of a squat, high-sided boat, with little of the yacht about her. She looks as though she could stand any blow, and it is in heavy weather she will probably do her best work."

If she is fast in light or moderate breezes it will certainly surprise yachtsmen who saw her yesterday."

EXCURSION STEAMBOAT HITS THE SHAMROCK.

A HURRICANE of deep-sea oaths that were far more expressive than the usual request to "shiver his timber," and "blast his tarry topgits," greeted Captain Baker, of the steamer Bella Horton, that runs between this city and Midland Beach,

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language from her crew continued until the outlines of the steamer were swallowed up in the thin mist that veiled all objects in its silvery pall.

TRIAL RACES WILL BE SAILED OFF NEWPORT.

The Date, Probably September 1—Change Made in Order to Avoid Long Tow.

NEWPORT, Aug. 18.—The trial races between the Columbia and Defender are to be held off Newport, but as to the number that will be sailed, rests entirely with the Regatta Committee of the New York Yacht Club.

Woodbury Kane, who is on the Columbia, states to-night that in all probability the first of these races will be held on September 1. The change is made to do away with the long tow from New York to Sandy Hook and back, and then it is also desired to be near Bristol in case any repairs are needed.

Both Mr. Iselin and Mr. Duncan believe that there is no place like Newport for racing big boats, and the committee are acting upon their request in changing the place of the races to Newport. To prepare for these races both the Columbia and Defender will go to Bristol, the Defender leaving today, and the Columbia is to go in the morning.

This afternoon the Columbia took a short sail up the bay, at which carrying mainsail, working topsail, forestaysail, jib and jibtopsail, not being away from her anchorage more than an hour and a half. The wind was light, and it was poor sailing. Yachtsmen here see no reason for protesting the towing of the Shamrock, as it was understood that this could be done.

SHAMROCK AND ERIN TAXED BY A NEW LAW.

Because of the declination of the British Government to extend to American yachts in British ports the privileges formerly extended by this country to British yachts in these ports the Naval Bureau of the Treasury Department has adopted a retaliatory policy. This was done some time ago. By the present law the Shamrock and the Erin will have to pay the same tonnage, clearance and entrance taxes as are imposed on merchant vessels.

It is known that Collector Ridwell and Naval Officer Sharkey will accord every possible courtesy to the cup challenger and smooth any formalities connected with her arrival in these waters.

Before the adoption of the amended law, which went into effect on April 1 last, yachts of regularly organized yacht clubs of foreign nations had the privilege of free entry.

EXPERT OPINIONS ON THE SHAMROCK.

H. B. MOORE, a prominent member of the New York Yacht Club and owner of the fast steam yacht Marietta, when asked as to his impression of the Shamrock, said: "Certainly the Shamrock's quick voyage shows her to be a worthy opponent of Columbia. Admitting that she was towed in calm, the trip was remarkably fast. And I think it proves that the cup challenger is a seaworthy craft, and not the shell that many suppose her to be. All yachtsmen will feel gratified to learn of her safe arrival, and from now until the cup series has been decided every movement of the British boat will be watched with interest."

General T. L. Watson, fleet captain of the Atlantic Yacht Club, said: "In view of the fact that the Shamrock was accompanied by a large and powerful steam yacht, the navigator may have felt that they could afford to carry more sail, especially in favorable weather. And this may account in a measure for the very quick passage made by her across the Atlantic. Of course, they would take some chances of accident by so doing. One thing is evident: If she sailed the entire distance she must be a powerful boat, and a very fast one. But my observation of the Columbia in her races at Newport has strengthened the belief that America's yacht has the qualities requisite to hold the cup here. She is able, fast and well handled."

H. W. Pearl, treasurer of the Atlantic Yacht Club, said: "It is a pleasure to know that the Shamrock is safe and snug in New York harbor. And I guess all yachtsmen will agree with me that the unexpectedly fast trip, towing a steam yacht, is an indication that the Shamrock is a thoroughbred."